Gazette of the United States
AND
EVENING ADVERTISER.

[No. 53 of Vol. V.] WEDNESDAY, February 12, 1794. [Whole No. 511.]

To the Militia Officers of Pennsylvania.

☞ THE Officers of the First Division of the Militia of the State of Pennsylvania, are requested to meet at the Philosophical Hall, on Wednesday Evening, the 12th instant—To receive and take into consideration the Report of their Committee on the subject of the State Law, as it now stands.

Such other Officers of the Mititia of Pennsylvania, as may be in town, are requested to attend said Meeting; and should any of them be at the trouble of committing their thoughts on this very important subject to writing, they will be gladly received and duly considered.

These observations are intended to be laid before a Committee of the Assembly, who appear to have every disposition to bring forward as perfect a System, as the Existing Law of the United States will possibly admit.

WALTER STEWART,
Major-General 1st Division.

Feb. 10. d3t.

To be Let on Freight or Charter, or for Sale,

The SHIP
HERCULES,
Samuel Chauncy, Master,

Expected to be ready in a few days to receive a Cargo on board, at Hampton Road, in Virginia; is an American bottom, burthen 500 tons, pierced for 20 guns, quite new and well fitted.

Apply to
WHARTON & LEWIS.

Philadelphia, February 4, 1794. dtf

THE Trustees of an Academy, or any individual wishing to engage a person to superintend the Education of youth, in the course of studies usually adopted in Academies, or any branch of business requiring similar qualifications, may open a communication with a person willing to be employed a few years (for a generous compensation) by writing (letters to be post paid) to Mr. JOHN FENNO, Philadelphia.

☞ *Printers to the Southward would possibly oblige some of their friends, by inserting the foregoing a few times in their papers.*

February 8. d1w

Excellent CLARET,
In hogsheads and in cases of 50 bottles each.
ALSO,
A few cases Champaigne Wine;
MADEIRA,
In pipes, hogsheads and quarter casks,
FOR SALE BY
JOHN VAUGHAN,
No. 111, South Front street.

Jan. 2, 1794. dtf

TO BE SOLD,
A large elegant House,
and Lot of Ground,

IN an eligible situation,—also a Country Seat within 6 miles of the City, with 9 acres of land, or 42 acres of land and meadow, the House is not exceeded by many in the vicinity of the city, in size or convenience.

For terms apply to the printer.

January 23. m&th—tf

City Commissioners Office,
January 30, 1794.

IN pursuance of a Resolve of the Common Council, dated the 20th day of January, 1794, for dividing the City into five Districts, by lines drawn East and West, whereof each of the City Commissioners is to take the superintendance of one of the said Districts, and to be accountable for the cleansing, good order and regularity of the same.

The Commissioners have accordingly made the following arrangement for the present:

District the 1st. Nathan Boys, to have the charge of that part of the streets, lanes and alleys from Cedar-street, to the north side of Spruce-street.

District the 2d. Hugh Roberts, from the north side of Spruce-street to the north side of Walnut street.

District the 3d. Joseph Claypoole, from the north side of Walnut to the south side of High-street.

District the 4th. William Moulder, from the north side of High, to the north side of Mulberry street.

District the 5th. Nicholas Hicks, from the north side of Mulberry, to the north side of Vine street.

Extract from the Minutes,
JOHN MEASE, *Clerk.*

N B. The carriage way in Market-street, is under the charge of the Commissioners generally, for the present, the foot-ways on the north and south sides thereof, are connected with the adjoining Districts respectively.

Dally's Hotel.
GIFFORD DALLY,
Formerly Keeper of the City Tavern, and of the Merchant's Coffee-House of this City:—

RESPECTFULLY informs his Friends and the Public in general, that he has THIS DAY opened a *HOTEL* in *Shippen-Street*, between Third and Fourth-Streets, at the House formerly occupied by Mr. Timmons, which has lately been greatly improved, and is now very commodious; where he has furnished himself with the best of LIQUORS, and will furnish a TABLE for Parties, with the best provisions the Markets afford, at any hour, on the shortest notice. From his long experience in this line of business, he flatters himself he shall be able to give satisfaction to all who may please to favor him with their company.

Philadelphia, January 29, 1794.

JAMES LEACH,

RESPECTFULLY informs his friends and the public, That from the encouragement he has received, from several respectable Gentlemen, he is induced once more, to embark in the PAPER LINE—and would offer his services to all those Gentlemen, who can place confidence in him; and he assures those who employ him, that their confidence shall not be misplaced;—but it shall be his constant endeavor, to pay the strictest attention to their best interest, in all negociations whatever. He has taken the Chamber, in *State-Street*, over Mr. *David Townsend*, Watch Maker's Shop.——Where PUBLIC SECURITIES, of all kinds, are bought and sold; and where Commission Business of all kinds, will be transacted on reasonable terms. HOUSES and VESSELS will be constantly exposed for sale, on commission.

*** Cash paid for Salem, Providence, and Portsmouth BILLS.

N. B. *If any Gentleman in Philadelphia, or New-York, has any Business to transact at Boston, in Paper Negociations, he will be happy to be employed on commission.*

Boston, Jan. 24, 1794.

War Department.
January 30th 1794.

INFORMATION is hereby given to all the military invalids of the United States, that the sums to which they are entitled for six months of their annual pension, from the fourth day of September 1793, and which will become due on the 5th day of March 1794, will be paid on the said day by the Commissioners of the Loans within the states respectively, under the usual regulations.

Applications of executors and administrators must be accompanied with legal evidence of their respective offices, and also of the time the invalids died, whose pension they may claim.

By command of the President
of the United States,
H. KNOX,
Secretary of War.

☞ The printers in the respective states are requested to publish the above in their newspapers for the space of two months.

January 30. d2m

NATIONAL CONVENTION

REPORT upon the NAVIGATION ACT, made in the name of the Committee of Public Safety, by B. Barrere. Transmitted by the President of the United States to the House of Representatives, on the 16th January, 1794.

[*Concluded from our Paper of 7th inst.*]

THE maritime transportation of our exchange with the Europeans, the Levant, the Barbary states, and the Anglo Americans, estimating on a mean year, from 1787 to 1789, inclusive, has employed in the whole, 16,225: vessels, measuring 1,134,170 tons, which, taking one with another, at 36 livres the ton, would produce 42,630,120 livres of freight.

There have been employed in this transportation, during the same period, only 3,763 French vessels, measuring, in the whole, 295,251 tons, making, at the same rate, 10,808,316 livres of freight.

That is to say, the French flag has appeared to come in for only a little more than two tenths, whilst the English flag has participated therein to nearly the amount of four tenths and that of other nations in the remaining four tenths.

In the first six months of 1792, in near 6,000 vessels, measuring 500,000 tons, which have been, in like manner, employed in our commercial imports, and exports, to and from the same people, the French had but three tenths of the total mass, whilst the vessels of England and Holland, and the Hanseatic towns had four tenths, and the vessels of other nations the remaining three tenths.

If we view this navigation under another aspect, that of our direct relations with each of the European states, of the Levant, Barbary, and North-America, it will be seen, that during the same time (taking the mean year of 1788 and 1789 inclusively) there have been mixed in the maritime transportation of our exchanges; with Spain, 190 vessels other than French or Spanish, deduction being made of the foreign vessels who might have intermedled in this carrying trade, under either of the two flags. With Sardinia, 269 vessels, also intermedial. With the Republic of Genoa, 261, similar vessels. With Holland, 253, similar vessels. In a word, with all the states of which I have spoken, 2368 vessels, employed in indirect commerce, and whose tonnage amounts to 230,000 tons; which valued at 36 per ton of freight one with another amount to 8,303,600 livres carried off wich impunity, in one year, from our carrying trade, merely from the want of a navigation act in France, without counting upon the considerable advantages which would otherwise result from it, for her industry and commerce, for ship building in her ports, and for the employment of the whole or even the half of these 2368 intermediate vessels.

It must then appear plainly to the conviction of every person, that nothing would contribute more to the prosperity of our navigation, and consequently to every branch of our commerce and industry, than the adoption of an act, which by severely excluding all foreigners who hitherto have forcibly taken from our fellow-citizens the richest portion, if I may so express myself, of their patrimony, would in the same proportion increase the amount of their direct relations with foreign nations.

Let us hasten then citizens, to restore to our country all her rights, by adopting in this respect, a grand system, worthy of all that we have done for liberty.

If, at the epoch at which I now speak, our navigation is proportionally more languishing than that of England was, when the genius of Cromwell gave her that so renowned act, let us hope that by consecrating it in our maritime legislation, our navigation will in a short time acquire the same degree of splendor, as that of our rivals. With more than 250 leagues of coast on the ocean, and the channel, and more than 100 on the Mediterranean, with ports as secure as extensive and commodious, with an infinite number of havens, of dock yards, of manufactures of every kind, with an immensity of people, as enterprizing, as industrious, with incalculable territorial riches, & a mass of colonial commodities, superior to that of all the powers of Europe united, & above all, with a free & Republican Constitution, let us hope that France freed from the yoke of the feudal system, and that of the fiscal, inseparably connected with it; delivered from her kings, her nobles, her priests, raised to the happy condition of depending on those laws only, which are made by herself, and not obliged to receive them from any power upon earth; let us hope, I say, that, in such a state of things, France, with an act of navigation, would behold the rapid envelopement of all the seeds of public and private prosperity which she contains in her bosom. Let us also hope that the decree you are about to pass, will prove more efficacious for obtaining a peace with the belligerent maritime powers, than if they were to lose 100 of their best vessels; and as to those, who at this moment preserve circumspect neutrality towards you, be pursuaded that the inevitable effect of your navigation act, will be the attaching of them to you by indissoluble ties. All will be eager to seek an alliance with that European power, from whom they will derive most benefit, by the suppression of indirect navigation, and the immensity of its consumers. Every one, from the moment of the promulgation of your decree, will pray, and perhaps make use of secret efforts to procure you an advantageous peace, which doubtless at present, they have some interest in preventing; and besides your independence, your political liberty, the establishment of your republican constitution, will be to them as much as to yourselves—a subject of triumph and general victory.

The navigation act, as I have already said, is the basis of the commercial constitution of the Republic; or rather, it is in this respect a true constitutional act. All the other laws upon maritime navigation, should only be viewed as corollaries of this act, provisions as to the manner of its execution in a word, merely regulating laws.

The latter may be successively presented to you by your committees. The most interesting of these are relative to the tonnage of vessels, upon the means of multiplying ship building, and of bringing them to more perfection; upon the forms of simulees and passports; upon the means of discovering and preventing franciscations, simulees &c. and above all, upon a better tariff of rates of navigation, without which the constitutional act, in this respect, cannot produce all the effect which we have a right to expect from it.

Your committee will now confine itself to laying before you the project of that act. By prohibiting all intermediate navigation between you and each foreign nation, it extends this prohibition not only to the transportation of the commodities, merchandises, or productions imported, of their growth, production or manufacture, but also to the transportation of those imported from the ordinary ports of sale, and of the first exportation. It is necessary that such a prohibition should be as extensive as it could be made, without which a navigation act would become a mere illusory measure. The English from whom we borrow this system, have given it that extension; and indeed they are to be applauded for it.

The necessity of determining the requisite qualities for enjoying the privileges of a French vessel, that is to say, for the exclusive admission to carry on our direct navigation, in concurrence with the vessels of the people, from whom we receive our articles of supply; this necessity I say, was an immediate consequence of the prohibition of all indirect navigation. The project of the act regulates these qualities; it also determines the only evidence by which we could know the vessels of the nation with whom we may trade: and it is easily perceived that if we did not impose in this respect, those conditions which are most conformable to our interest, every day crouds of intermediate vessels would borrow the flag of such nation; and we should have employed but half the means for abolishing indirect navigation. Besides, these conditions have a tendency to favor the direct navigation and commerce of such nation. By them it is put in the happy necessity, of multiplying by every means, its ship-building, nautics, and maritime population; and if, in the meanwhile, its own vessel, and marines are insufficient for the exportation of its commodities and merchandises, then it belongs to us alone to supply that deficiency, and our navigation would then receive a further increase from this source, and our commerce an additional degree of prosperity.

Thus every thing concurs, citizens, to induce you to adopt the project of the navigation act, which I am instructed to present to you. It is a national right you are about to proclaim, after having solemnly recognized the sacred rights of man and of citizen, and founded the freest constitution under the globe.

If all nations ought to recognize the equality, the liberty of nature and the safety of society in the exposition of the doctrines of that immortal declaration, all the maritime nations ought to recognize the rights of property in the dispositions of our navigation act. Would to heaven that all had the courage or the wisdom to follow our example. Then there would be no exclusive privilege between one nation and another; and were the act of navigation adopted by all the maritime powers of the globe, it would in some degree realize that indefinite commercial liberty, which without doubt is the first element of commerce but which at present in particular, is not suitable to the interests of any commercial nation

With so many powerful inducements to decree an act of navigation, you doubtless will not in the existing circumstances, be withheld by the apprehension that such a disposition would injure the obtaining of supplies for the republic which they are obliged to draw forth from foreigners. It is an acknowledged principle with the English themselves, and constantly practised among them, that in time of war neutral vessels are excepted, of right, from the dispositions of the navigation act. This act therefore will not add to those restrictions which the maritime war at present imposes on the maritime transportation of our exchanges or of our supplies: and neutral vessels will continue to bring us every thing which we dare not confide to our own

Neither will you be deterred by an apprehension of injuring the personal interests of some hundreds of cosmopolite capitalists, of selfish commissioners for whom the want of a navigation act in France, has been the principal, the most fruitful source of their colossal fortunes. The general interest of the country, that of her labourers, of her manufacturers, of her artists, of her seamen, her merchants and all her sans culottes, to whom you will assure employment and bread: These reasons should determine you: These reasons should influence you exclusively in your deliberations. All will bless you; all will look upon the act of navigation, as one of the most precious gifts you could bestow on your countrymen, next to the constitutional charter which you have just digested. When Oliver Cromwell had, through the medium of his parliament, established a navigation act. all the ports of England manifested, by illuminations, the joy which that memorable act gave them; and the English people forgot for a moment, that they received this gift from the hand of a tyrant. How great then ought the transports of our fellow citizens to be, when they receive your decree from the same hands, which gave them that declaration of rights, and the French constitution.

May France be enabled, in the end, therefore, to boast of having a navigation act; may it henceforward be the basis of her policy, as it is about being that of her commerce. May she soon become more rich, more flourishing, more happy, than she has been under the most brilliant reigns of her despots, and never treat with foreign powers, without her constitution in one hand, and her navigation in the other; and astonished Europe will doubtless see her merchants become one day, her only ambassadors, like those of London and Amsterdam formerly, negociating at foreign courts, the most important interests of their country, and after having weighed the destinies of the two worlds, and secured the prosperity and glory of their country, reassuming the peaceable pursuits of commerce.

[The Act of Navigation which follows, has already appeared in this Gazette.]

CONGRESS.

Houſe of Repreſentatives.
January 24.

In committee of the whole on Mr. Madiſon's reſolutions.

[Mr. Tracy's Obſervations concluded.]

IF the propoſed duties are low, Great Britain certainly will not ſuffer. If they are high, what will be the conſequences? It does not admit of argument, that the people of this country muſt import many articles, from ſome foreign country; we certainly cannot at once, manufacture a ſufficiency for our own conſumption. It is equally certain, that at preſent, no country on earth can ſupply us but Great Britain: The conſequence will be, that Britiſh goods will get here, and the duties being high, will produce ſmuggling.—Our merchants are now proverbial, for a combination not to defraud the revenue; but let your duties be high, and the practice of all other countries will be adopted, there will be aſſociations to cheat your revenue; and this country by its numerous and ſafe harbours affords an unlimited opportunity to defraud the revenue, with impunity. A tribute of praiſe, is due to our merchants, for their exertions in the eſtabliſhment and ſupport of this government, and among their virtues, the punctual payment of duties, is not the leaſt, but I feel the impoliey of ſtraining them too hard; an alienation from the government, and hoſtility to the revenue, will be the probable conſequence,

Our ſhipping, it is ſaid, will be increaſed; this can happen only, by a failure of reducing Great Britain to terms; this is worthy of notice, Great Britain has gained in quantity of ſhipping, by her navigation act, and of courſe, ſay the gentlemen, it is proper for the United States to have a navigation act. Great Britain is an iſland, filled with inhabitants, and if not decreaſing, has certainly not increaſed in numbers for many years.

The United States have a great extent of fertile territory, wholly unoccupied, and an increaſing hardy yeomanry, to cultivate it to the beſt advantage; our ſhipping has rapidly increaſed, and has gained that point of equality and proportion with our agriculture, which a juſt equilibrium of things demands; this is proved by the advanced price of our ſeamen's wages. And beſides there is no more capital to ſpare for navigation. Our farmers feel the benefit of a competition in the carrying trade, and it is at leaſt queſtionable whether it is yet politic, to force foreigners out of this competition. We have already, by our diſcrimination of tonnage, in favor of our own veſſels, and by the addition of ten per cent. on the cargoes of foreign veſſels, nearly deſtroyed the competition, except to ports, where it is difficult, if not impoſſible, for our veſſels to go.

With this view of the ſubject, I confeſs it is very doubtful in my mind, whether an attempt to force an increaſe either of our ſhipping or manufactures, would be politic. At preſent, Sir, I ſee no ground for revenging on Great Britain, and if there were, I can diſcern no probability of injuring her as much as ourſelves, by the attempt, and a treaty has no flattering appearance to me. One thing had eſcaped my attention; our treaties are by the conſtitution, the ſupreme law of the land; this ties us unequally in caſe of treaty, as no nation is under equal obligations to fulfil a treaty.

But the gentlemen ſay, the Indian war does exiſt, the Algerines are abroad on the ſea, committing piracy on our trade, &c. &c.

I promiſed to conſider theſe matters, as in my mind they are very ſerious ſubjects, and one gentleman (Mr. Giles) has ſaid, if theſe were removed out of ſight, three quarters of his argument muſt be loſt.

Is the treaty of peace, as it reſpects the weſtern poſt, unexecuted?

Is the Indian war inſtigated and ſupplied by the Britiſh nation, and are the Algerines, through the agency of the ſame nation, deſtroying our trade and enſlaving our citizens? Theſe are ſerious charges, if true, they deſerve the attention of all men, and particularly of this Committee.

For the purpoſes of the preſent argument, I will ſuppoſe, that all thoſe charges are ſpecifically and directly proved, and by proof here, will be underſtood, that the facts are ſo far within our knowledge, that candor cannot heſitate in a concluſion.

If I thought the reſolutions under conſideration, were certain in the production of evil to ourſelves, and very uncertain, as it reſpected either our own future benefits, or injury to Great Brritain, what can I think of them, as a remedy applicable to ſo much injury? When conſidering the queſtion in this point of view, I am led to aſk the gentlemen, if they can be ſerious in ſuppoſing theſe reſolutions are a proper conſiſtent and adequate remedy, for evils of the nature and magnitude juſt recited? I acknowledge my own feelings are very different. If theſe ſtatements are founded in fact, I cannot juſtify myſelf to my conſtituents, or my conſcience, in ſaying the adoption of the regulations of commerce, a navigation act, or the whole parade of ſhutting ports, and freeing trade of its ſhackles, is in any degree calculated to meet, or remedy the evil.

Although I deprecate war, as the worſt of calamities for my country, yet I would enquire ſeriouſly whether we had fulfilled the treaty on our part, with Great Britain; do compleat juſtice to them firſt: I would negotiate as long and as far as patience ought to go, and if I found an obſtinate denial of juſtice, I would then lay *the hand of force* upon the weſtern poſts, and teach the world, that the United States were no leſs prompt in commanding juſtice to be done them, than they had been patient and induſtrious in attempting to obtain it, by fair and peaceable means. In this view of the ſubject, I ſhould be led to ſay, away with your milk-and-water regulations, they are too trifling to affect objects of ſuch importance. Are the Algerines to be frightened with paper reſolves, or the Indians to be ſubdued, or the weſtern poſts taken, by commercial regulations? When we conſider the ſubject merely as a commercial one, it goes too far, and attempts too much; but when conſidered, as a war eſtabliſhment, it falls infinitely ſhort of the mark and does too little.

Mr. BOUDINOT lamented the want of practical commercial knowledge, when called upon to give an opinion on ſubjects of ſo great magnitude and eſſential importance to this country: But it was with pleaſure he took an opportunity of acknowledging the obligation he was under, to the gentlemen who had gone before him, for their collection of facts, their calculations and ſtrong reaſoning on the ſubject, by which his misfortune was greatly alleviated. The calm and diſpaſſionate diſcuſſion of ſo great and intereſting a queſtion, muſt be productive of great public advantage, as well as do great honor to this committee. It was with the greateſt attention that he had heard the various reaſonings throughout this long debate. He had examined the facts; he had compared and applied the calculations; he had weighed every argument, and had endeavoured to draw ſome final concluſions, to direct his judgment. That which had made the moſt forcible impreſſion on his mind, and was equally deducible from the arguments uſed by either ſide of the houſe, was, "That every wiſe nation under the conſideration of all circumſtances, endeavoured to make their own individual intereſt, the pole-ſtar, by which to direct their conduct, whether of a political or commercial nature."

He obſerved, that it appeared to him as clear as any mathematical propoſition, that in all the commercial regulations of the nations of Europe, this one object influenced every action. This was plainly ſeen in all the favourable circumſtances, attending the arrets of France in our favour. This, and this alone, had penned every commercial reſtriction againſt us, by Great-Britain.

From the whole then of the debate, without going into compariſon of one nation and her conduct towards us, with another, which ſometimes led into invidious diſtinctions. Mr. Boudinot ſaid, he had drawn this obvious and determinate concluſion, from the acknowledged attention of old and wiſe nations to their own particular intereſts, and which he ſhould make the rule of his conduct, on this great queſtion, "to go and do likewiſe."

But before he proceeded to the reſolutions on the table, he thought proper to premiſe, the propriety of laying out of the debate, the charge of the enmity of Great Britain and the friendſhip of France, as far as either reſpected the former government. Politicians and Legiſlators ſhould not indulge paſſion; the circumſtances of the preſent government were thoſe that demanded their attention, and by going ſo far back, they would be expoſed to greater miſtakes. He ſaid he had already found it very eaſy to miſtake or miſapprehend facts of an important nature, when relative to ſubjects that engage the paſſions as well as the judgment.

Mr. Boudinot ſaid he was not deſirous of becoming the panegyriſt of Great-Britain; he had known too much; he had felt too much, to execute ſuch an office with propriety. He ſhould not overvalue the friendſhip of France, in the aid we had received from her, becauſe he knew that it was not from the nation but the monarch, that the whole of it was brought about. He knew that his ſole motive was the beſt intereſts of his crown, and that when he fought with us ſide by ſide, he had fought his own battles in our country, inſtead of our own. It was intereſt that led America to aſk, it was intereſt that led him to comply.

But notwithſtanding circumſtances of this nature, he was deſirous that the whole truth ſhould prevail. He did not approve of half truths, he wiſhed the whole to be known. Great Britain had been repeatedly charged with *originating* the Indian war.

She had been (it was ſaid) *always* averſe to entering into a commercial treaty with us. Theſe facts, Mr. Boudinot diſputed, nay he did not believe them. Gentlemen had founded many ſtrong arguments upon them, but it would have been beſt, firſt to have produced the evidence, to prove their exiſtence.

As to the *originating* the Indian war, ſo far from its being *originated* by Great-Britain, that he knew that it had originated in the falſe policy of Congreſs, in 1783. This was no new idea; he had then foreſeen it; he had then foretold it, with its conſequences; he did not deny that the officers and agents of Great-Britain had ſince encouraged and encreaſed it: That they had not done what they ought to have done, to prevent it. They had claimed the right of aiding the Indians, by preſents. We alſo as a nation, had claimed the right of aiding the French Republic, in every way conſiſtent with our neutrality.

As to her being *always* averſe to a commercial treaty; this alſo ſhould be taken with ſome reſtriction. The facts ſhould be truly ſtated. In September, 1779, Congreſs thought it prudent to authoriſe and inſtruct their Commiſſioners to enter into a commercial treaty, with Great-Britain, in caſe of a peace. In July, 1781, when a negociation for peace was likely to take place, Congreſs on the principle that our true commercial advantages were not well underſtood, thought it beſt, to avoid all unneceſſary European connections: and therefore, in the month of July, 1781, repealed the Commiſſioners' authority, to enter into a commercial treaty and withdrew their inſtructions. At this critical moment, when Great-Britain had acceded to our independence, and was impreſſed with the danger of loſing our commerce, ſhe came forward, and (if his information was right) propoſed a commercial treaty, on rational and generous terms, which for want of authority, was refuſed by our Commiſſioners. To this ſource, was the proclamation of the King of Great-Britain, owing, by which we were cut off from the Weſt-India trade. Before this miſtake could be rectified, our diſunion as to commercial regulations, and weakneſs as to national objects, were fully known to Great-Britain; ſince which he believed, ſhe had wholly omitted to enter into further treaty with us.

He ſaid he had carefully examined the journals of Congreſs, as to the granting and repeal of the power of the commiſſioners, but as to the offering and refuſing the commercial treaty, he depended on a confidential letter he had received in 1783, and which was read in Congreſs the 1ſt of October of that year; and as he would not vouch for the authenticity of thoſe facts, but choſe that the committee ſhould have all the evidence he had—he would trouble them with reading the ſubſtance of it.

Mr. Boudinot then read ſome parts of a letter dated Sept. 28, 1783, which in ſubſtance was, "I left Paris the 15th of June, the day before which, Mr. Hartley had communicated to the American Plenipotentiary and to me, a diſpatch which he had received from Mr. Secretary Fox, authoriſing Mr. Hartley to agree to a treaty of commerce, allowing a free trade to the Weſt-Indies, to the veſſels and ſubjects of the United States, under the ſingle reſtriction of not carrying the produce of thoſe iſlands to Great Britain.—That Congreſs would beſt know the reaſons that induced the commiſſioners to object to that reſtriction, and which had eventually fruſtrated the expectation of a commercial treaty with Great Britain; and you will undoubtedly have ſeen the proclamation, which in conſequence thereof had been iſſued by his Britannic Majeſty, whereby the veſſels of the United States, are in effect precluded from all acceſs to the Britiſh Weſt Indies. But as the ultimate intentions of the Britiſh miniſter on that ſubject, appeared doubtful and as it ſeemed highly important that they ſhould be known to Congreſs as ſoon as poſſible, and as I had occaſion on Friday the 8th of Auguſt, to ſee my lord North, reſpecting a matter of private property, I availed myſelf of that opportunity of converſing thereon with his lordſhip, who with great apparent candor told me, that the proclamation and the principles of it, would undoubtedly be adhered to during the continuance of the act of Parliament; that Parliament muſt then determine, reſpecting future meaſures; that the navigation act had been the ſource and ſupport of the Britiſh naval power and muſt not be infringed without urgent neceſſity; that he was deſirous of promoting a good underſtanding with the United States, by all means compatible with the intereſt of Great Britain, but that the Americans after making themſelves independent, were unreaſonable, deſiring privileges which never had been granted to any independent people, eſpecially as they appeared to have neither the inclination nor the ability to give any adequate advantages to Great Britain in return, I intimated the probability, that the United Staees would retaliate and prevent their produce being carried to the Weſt Indies in Britiſh veſſels: To which his lordſhip replied, that the United States had doubtleſs the right to adopt ſuch a meaſure, but in ſo doing they would neceſſarily deprive themſelves of the beſt and indeeed the only ſufficient market for their produce, obſtruct the growth, agriculture and proſperity of their own country and injure themſelves much more than they could poſſibly injure Great Britain. That in war Great Britain expoſed to much expence and difficulty in defending her Weſt India colonies and all times giving them excluſively the benefit of her market, depriving herſelf in their favor, of the advantage of purchaſing the ſugars, &c. of other countries and thereby enabling Britiſh Weſt India planters to obtain higher prices for their produce than the planters of any other nation, and that unleſs Great Britain in return for theſe favors could excluſively enjoy the benefits of their navigation, it would in his private opinion, be much better to let them become independent like the United States. His Lordſhip did not requeſt and I preſume he did not expect, I would keep this converſation a ſecret, and you are at liberty to communicate it to Congreſs, though as I do not wiſh to be cited on political ſubjects, I beg it may be confined to that honorable body. I indeed thought it expedient before I left London, to write an account of it to the American Plenipotentiary in Paris, &c. &c."

Mr. B. then proceeded, and ſaid "that theſe facts had convinced him that the charge was too general; eſpecially as by the late communications we are informed that a negociation was now again in train on the ſame ſubject. That in his opinion Great Britain had enough to anſwer for that was juſtly chargeable to her account without relying on bare ſuggeſtions without proof. Her breach of the treaty by carrying away our negroes contrary to the expreſs words, and withholding the poſts without a ſhadow of excuſe, are ſufficient evidence of her want of public faith; but let us not found our acts on thoſe facts, which if enquired into we cannot ſupport—Mr. B. obſerved that he had made theſe obſervations to remind gentlemen that tho' this nation had at times done us wrong, yet that we had not been without fault.—Therefore he added, let us diſpaſſionately conſider the reſolution on the table, on the principle of our preſent ſituation among the nations or as it has been ſince our preſent government. It cannot be denied, that our trade has been in a flouriſhing condition ever ſince the year 1790. Let any gentleman who doubts this, caſt his eye on the reports from the treaſury office for

ſeveral years paſt. It is faſt preſſing to perfection.

Mr. B. was in opinion with the gentleman who had gone before him, that it was poſſible to carry our navigation too far, when conſidered in proportion to our agricultural intereſt, but that point was yet to come. He acknowledged that ſince the late war in Europe, we had been the ſufferers. That our ſhips had been piratically deſpoiled (if he might be allowed the expreſſion) by the privateers of England, Spain and France. That our citizens juſtly looked up to their government for protection and recompence. The uſual eſtabliſhed mode among civilized nations, was in the firſt inſtance remonſtrance and negociation; this was not the duty of the repreſentatives of the people but belonged to another department; we were officially informed that this was done, a negociation was on foot and our executive officer had fixed the 1ſt day of Dec. laſt, when our miniſter at the court of London was to give a poſitive and decided account of the ſtate of the negociation. Would it then be prudent for the committee, until the iſſue of that negociation is known, to interfere or perhaps run counter to our executive; the departments of government ſhould be kept ſeparate, and not one counteract the other.

(To be concluded in our next.)

PENNSYLVANIA LEGISLATURE.

HOUSE OF REPRESENTATIVES.

Saturday, February 4.

After reading a few petitions, the houſe reſumed the conſideration of the bill for the defence of the river Delaware, and the weſtern frontiers of this commonwealth.

The preamble implies, that the declared neutrality of the United States renders it expedient to provide for more effectually ſecuring the trade, peace, and ſafety of the port of Philadelphia, during the continuance of the war in Europe, and that the neceſſity of co-operating with the general government in the defence of the weſtern frontiers, requires the paſſing a law, &c.

The firſt ſection will empower the governor to raiſe by voluntary enliſtments, from the militia of the commonwealth, 3 infantry companies, of experienced riflemen, and one company of artillery, to ſerve under his inſtructions, for eight months, from the 1ſt of April next—and this ſection will alſo fix the pay, &c.

The ſecond ſection will provide for ſtationing the artillery at Fort-Mifflin. One company of infantry on the frontiers of Weſtmoreland; another in Waſhington, and the third company in Alleghany.

The third ſection will empower the governor to draft ſome of the artillery, &c. and to ſtation them at Preſque-Iſle, on Lake-Erie.

The fourth ſection will appropriate a ſum of money for the purpoſes aforeſaid, and to pay off the expences already incurred by the protection of Mud-Iſland. The ſum agreed to by the houſe, on motion of Mr. Nevil, is 50,000 dollars.—The pay of captains per month, 40 dollars, lieutenants 26, enſigns 20, ſergeants 8, corporals 7, drummers, fifers, and buglers 7, and privates 6, 67-100.

The bill was gone through, and ordered to be tranſcribed for a third reading.

The clerk of the ſenate brought down a meſſage with a bill to prevent receiving any more applications, or iſſuing any more warrants for lands in this commonwealth after a certain period. Read and ordered to lie on the table.

Mr. Morgan called for a ſecond reading of the report of a committee on the memorial from the city and county commiſſioners. This report recommends, that a committee be appointed to prepare and bring in a bill authorizing the governor's drawing a warrant for a ſum of money equivalent to the purpoſes of paying off the ſums advanced by the commiſſioners over the money already appropriated, alſo for completing the improvements in the county court houſe, now occupied by Congreſs—viz. to erect galleries &c. On motion of Mr Torrence the further conſideration of this ſubject was poſtponed; in order to give time for a joint committee of the Legiſlature to inſpect the buildings, and report on the ſtate of the expenditures already made. A committee of five were accordingly appointed, viz. Mr. Morgan, Mr. Lilley, Mr. M'Lene, Mr. Wynkoop, and Mr. Torrence.

The order of the day, viz. bill for regulating the fiſheries and removing obſtructions in the rivers Delaware and Lehigh. Mr. Wynkoop moved for a poſtponement till this day two weeks, agreed.

Mr. Morgan preſented a petition which was read the firſt time, from the Philadelphia Society for promoting agriculture, praying to be incorporated.

Adjourned.

For the Gazette of the United States.

A Statement of what is believed to be the private views and politics of the party *that is for adopting meaſures that would probably lead to a War.*

ON the moſt mature deliberation, after obſerving the conduct of the party for a courſe of years, the writer of this is decidedly of the opinion, that the whole of the uneaſineſs proceeds from a ſpirit of oppoſition to the government. It is the ſame party that has been uniformly oppoſed, in the firſt inſtance, to the Conſtitution, and ſince that to ſuch meaſures as have been adopted by its friends, and generally to the views of the Preſident, and thoſe who wiſh to ſupport the laws.

One great object of the leaders, *is power;* that is, to bring about a change of men, and to get the government into their own hands. They however know the attachments of the people, and that they have no chance of ſucceeding in their views, but by miſleading, in ſome way or other, the public mind. It has been long their practice to endeavor by every poſſible means, to excite a prejudice *againſt men and meaſures*, in order to influence elections, ſo as to be able to carry matters in their own way; and among other things to oblige ſuch officers as are not in their politics, to relinquiſh either their principles or their places—— They avail themſelves of every circumſtance that occurs in the courſe of events that can be made to operate in their favor, even for a day; and *French politics* are made ſubſervient, in an eſpecial manner, to accompliſh certain purpoſes.

It is well known by theſe men, that the reſentments and paſſions of the people, are alive to the injuries done to us by Great Britain in the way of trade, and that they entertain a ſenſe of gratitude to the French nation and wiſh them ſucceſs in the cauſe of Liberty.—While theſe feelings excite in a ſtrong degree, the party endeavor to make the moſt of them, and therefore would freely hazard a rupture with England by adopting irritating meaſures in oppoſition to the views of the government, in hopes of finding ſupport, and to profit by confuſion—get rid of their opponents in politics, and gain an aſcendancy in the direction of the affairs of the Union.

I much miſtake however, if Mr. M. and his colleagues have not overſhot themſelves, and given the alarm; for however well diſpoſed the peaceable citizens of the United States would be to reſent, on a proper occaſion, the inſults of foreign nations, and notwithſtanding they love the cauſe of France, they are aware that Great Britain has no diſpoſition to go to war with us, and therefore will not readily agree to be dragged, into ſuch a dilemma unneceſſarily, or by indirect means, without juſt and ſufficient cauſe.

The people will ſoon underſtand that the whole buſineſs of the reſolutions reſpecting commerce, and the outcry againſt Great Britain, and in favor of France, proceeds entirely from party ſpirit, and not from motives of patriotiſm or a zeal for liberty. Enmity to Great Britain—the honor, dignity, and independence of the United States, and friendſhip to France, are the oſtenſible reaſons for their conduct, *but not the true ones.*

Theſe men who appear willing to proceed ſtep by ſtep in concert with foreign agents towards inviting a war, call themſelves Republicans: and yet we ſee from the late debates, that when moderation is recommended in oppoſition to violent meaſures, they diſcover a ſpirit that is by no means characteriſtic of what they profeſs.

It is evident to the world, that the affairs of the United States are in the moſt proſperous ſituation of any country perhaps on the globe. Their revenues which ariſe chiefly from trade, are abundantly equal to every demand, and their induſtrious citizens enjoy the greateſt ſhare of happineſs.

How then could Congreſs juſtify themſelves to their conſtituents, ſhould they *unexpectedly* adopt meaſures that would *certainly* turn the whole trade of the country into new channels, deſtroy their revenue when it might be moſt wanted, and oblige them to have recourſe to new ſources *of taxation*—and too likely be one cauſe among others, of involving us in a war with England, and of courſe with all the combined powers of Europe? Nothing but the force of party-ſpirit can produce ſuch extreme folly, and it is preſumed, it is not the firſt time that ſome of theſe very men have miſſed their calculations with regard to the wiſhes and ſentiments of the great body of their fellow-citizens.

A FRIEND TO PEACE.

UNITED STATES.

PETERSBURG, February 4.

Return of Goods, Wares and Merchandize, exported from the Diſtrict of Bermuda-Hundred or City-Point, commencing 1ſt October, and ending the 31ſt December, 1793.

To France—337 hhds. tobacco.

To Spain—10 buſhels beans, 396 barrels ſuperfine flour, 2,391 ditto, fine, 30℔ bees-wax.

To Ireland—370℔ deer-ſkins, 36,500 ſtaves, 1,276 hhds. tobacco, 3,250 buſhels wheat.

To England—20,000 bricks, 2000℔ ginſeng, 1,700℔. horns, 3000℔. indigo, 53 tons pig iron, 186℔. deer-ſkins, 133,100 ſtaves, 96 hand-ſpikes, 4,176 hhds. tobacco, 100℔ bees-wax.

To Scotland—26,900 ſtaves, 1,235 hhds. tobacco.

To Spaniſh W. Indies—6 barrels apples, 4 ditto bacon, 8 kegs butter, 700℔. cheeſe, 402 barrels ſuperfine flour, 1,056½ do. fine do. 1 box hats, 1 bundle leather, 400 bunches onions, 20 barrels pork, 18 buſhels peaſe, 1 bag ſhoes, 2,000 ſtaves, 7 hogſheads tobacco.

Nett amount of exports, 295,324 dollars, 70 cents.

Nett value of every ſpecies of Merchandize, imported into this Diſtrict within the ſame period, £.83,803: 9: 0¾ ſterl. equal to 372,086 dollars.

WINCHESTER (Virg.) Jan. 27.

By the laſt poſt from Kentucky, the Editor received a printed addreſs from the Democratic Society of that State, to the inhabitants of the United States weſt of the Allegany and Apalachian mountains, requeſting them to unite in a petition to Congreſs, to obtain the free navigation of the river Miſſiſippi; alſo, a printed petition, but no ſigners to it, addreſſed to the Preſident and Congreſs of the United States, ſtating the hardſhips the inhabitants of the weſtern country labor under, by being debarred the navigation of that river, and ſoliciting them to procure it to be opened; adding, that if the General Government refuſes, they will not hold themſelves anſwerable for any conſequences that may reſult from their own procurement of it.

February 3.

It was lately repreſented in a letter from Cincinnati, territory of the United States north-weſt of the river Ohio, and which was publiſhed in the Maryland Journal, that Gen. Clarke, who had received a French commiſſion, was raiſing a body of troops in Kentucky, to go on an expedition down the Miſſiſippi—our doubts reſpecting the truth of this information, was the reaſon we did not notice it before—we now find, by a gentleman recently from Kentucky, that Gen. Clarke is poſſeſſed of the commiſſion in queſtion—our informant ſays he has ſeen it—but that he had begun to raiſe troops, in virtue thereof, was void of foundation.

By this Day's Mail.

NEW-YORK, February 11.

The Quebec, a new ſix and thirty gun frigate, with 18 pounders, commanded by Capt. Joſiah Rogers, was, with others, ordered on the New-York ſtation, for the protection of the American and Britiſh trade; and when Vice-Admiral Jervis can ſpare that ſhip, ſhe will repair to her cruizing ground, off Sandy-Hook.

An account is received in town, that his royal highneſs prince Edward, 4th ſon of his majeſty the king of Great Britain, lately embarked from an eaſtern port to join the army under ſir Charles Grey, commander, which is at this time ſuppoſed to have attacked the iſland of Gaudaloupe. Prince Edward travelled from Quebec through the woods to the place of embarkation.

PHILADELPHIA,

FEBRUARY 12.

We hear that on account of the petitioner's counſel, not being able to attend, the conſideration of the report on the conteſted election of Mr. Gallatin, aſſigned for this day, has been poſtponed in the Senate of the United States, till Monday next.

CONGRESS.

Houſe of Repreſentatives.

Wedneſday, Feb. 12.

The bill for the relief of Thomas Jenkins & Son, was read the third time and paſſed. This bill provides for the remiſſion of duties on goods loſt in a veſſel bound up the North-River.

Mr. Giles of the committee on the petition of —— ——, reſpecting an extenſive plan of Inſurance of Property, brought in a report. The committee are of opinion that the plan cannot be adopted by Congreſs at the preſent time. A motion for printing it did not prevail.

On motion of Mr. Murray, the report on the petition of S. Smith of Maryland, was read a ſecond time, and after ſome converſation poſtponed, to give time for further information.

A meſſage from the Preſident of the United States, by Mr. Dandridge, informed the Houſe that the act providing for the relief of ſuch inhabitants of St. Domingo, reſident within the United States, as are in want of ſupport—had received the Preſident's approbation and ſignature.

The bill providing for the remiſſion of the foreign tonnage duty on ſundry French veſſels, which took refuge in the ports of the United States, the laſt Summer, was recommitted.

The Houſe then reſolved itſelf into a committee of the whole—Mr. B. Bourn in the chair—and took into conſideration the report on the Poſt-Office Law.

After 3 o'clock the committee roſe and reported progreſs, & the Houſe adjourned.

SHIP NEWS.

Arrived at New-York.

Ship Peggy, Henſhaw, Amſterdam

The Eliza, Capt. Bright, left Cadiz 27th Nov. in company with the brig Zephyr, Capt. Pote, bound to Portland, but loſt ſight of him at night, not thinking it prudent to run in for Cape St. Vincents, but ſtood off W. They were the only American veſſels that left Cadiz ſince thoſe that ſailed under protection of the Havannah convoy.

It was reported at Cadiz when Captain Bright ſailed, that the Algerines had all returned to the Straights, and that one of their Zebecks of 22 guns had been caſt aſhore between Gibraltar and Malaga, and every ſoul loſt.

Left in Cadiz the following American veſſels,

Ship Commerce, Loring,	of Boſton
Greenway, Oakman,	do.
Rookſley, Jones,	do.
Induſtry, Perry,	Philad.
Louiſa, Codman,	Virginia
Brig Crugar, Ablin,	N. York
Eliza, Hall,	do.
Dolphin, Stutſon,	Boſton
Dolphin, Dutton,	Peterſburg
Aurora, Smith,	Virginia
William, Foſter	do.
George, Black,	do.
Sloop Honor, Pollard,	Norwich

Brig Almy, M. Cutter, New-York; Fanny, Colley, Virginia; Hull Packet, Lawrence, New-York; Hope, Field Virginia; Jane, Stone, Portland.

Sloop Eliza, Coffin, Baltimore.

Were all lately arrived and ordered to ride quarantine on account of the peſtilential diſorder raging at Philadelphia.

The ſchooner Goddeſs of Liberty, of and from New-York, had ſafely arrived at Malaga.

And the brig Mary Ann, Capt. Roſſetter, of and from do. had arrived at Carthagena, on the 15th Nov. ſhe had a narrow eſcape, having come into that port half an hour after an Algerine had.

The brig Neptune, Captain Griffiths, from Amſterdam to Cadiz, put into Liſbon 11th Nov. having been informed of the Algerines being out.

Left at Madeira 27th December.

Ship Mary, M'Evers,	for New-York
Waſhington, Webb,	for India from Salem
Ruby, Atkins,	for Charleſton
Brig Union, Webſter,	New-York
Sloop Dolphin, Richardſon,	do.

This day is published,

By MATHEW CAREY,

No. 118 MARKET-STREET,

(Price a quarter dollar)

A short account of ALGIERS,

Containing a deſcription of the climate of that country—of the manners and cuſtoms of the inhabitants, and of their ſeveral wars againſt Spain, France, England, Holland, Venice, and other powers of Europe, from the uſurpation of Barbaroſſa and the invaſion of the Emperor Charles V. to the preſent time; with a conciſe view of the origin of the rupture between ALGIERS and the UNITED STATES.

Jan. 9. dtf.

JUST PUBLISHED,

AND SOLD BY

H. & P. RICE, No. 50, Market-ſtreet,

alſo, by BENJAMIN JOHNSON,

No. 147, Market-ſteeet,

(Price, bound, 6/6½)

Paul and Mary,

AN INDIAN STORY.

TO WHICH IS ADDED,

The Indian Cottage

From the French of M. de St. PIERRE.

"THE above Stories have been lately publiſhed, amongſt the works of a very different nature, by M. de S. Pierre, who reſided in the country which it deſcribes, and was well acquainted with the principal facts. Its ornaments are the Landſcape—the Climate—and the natural hiſtory of the Torrid Zone, obſerved with the eye of Taſte, and delineated with the eye of Philoſophical knowledge. It is a Paſtoral, of which the fable and the machinery may be ſaid to be equally real. To theſe are added, the pure vein of Moral Inſtruction, and the Sublime Ideas of M. de St. Pierre."

Feb. 1. d4t

Inſurance Company.

Philadelphia, January 6, 1794.

NOTICE is hereby given to the members of the Inſurance Company of North-America, that the Directors have declared a dividend (for the laſt ſix months) of SIX PER CENT, on the amount of the firſt and ſecond inſtalments; and of one per cent per month on the ſums paid in anticipation of the third inſtalment, calculating from the firſt day of the month following that, in which the ſe payments were made. The dividend will be paid to the Stockholders, or their repreſentatives, at the company's office, No. 119 forth Front-ſtreet, at any time after the 13th inſtant.

By order of the Directors.

EBENEZER HAZARD, Secretary.

Jan. 9 w&ſ 1m.

STATE OF SOUTH-CAROLINA.

In the Houſe of Repreſentatives,

DECEMBER 21ſt, 1793.

WHEREAS the Commiſſioners of public Accounts, have reported, that they cannot proceed to the inveſtigation of the Treaſury Accounts, reſpecting ſpecial Indents, without knowing the outſtanding amount thereof in circulation:—Therefore,

Reſolved, That all holders of ſpecial Indents be directed, and required, on or before the firſt day of November next, to deliver the ſpecial Indents in their poſſeſſion to one or other of the Commiſſioners of the Treaſury, who are to give receipts for the ſame, and to report to the Commiſſioners on public accounts, on or before the tenth day of November next, the amount by them reſpectively received, and alſo to the Legiſlature, at their meeting in November next. And that all ſpecial Indents not rendered into the Treaſury as above, on or before the firſt day of November next, ſhall be, and the ſame are hereby barred.

Reſolved, That public notice of this reſolution be given in the ſeveral Gazettes in this State, once every three weeks, until the firſt day of November next. And that the Delegates of this State in the Congreſs of the United States, be requeſted to cauſe this reſolution to be publiſhed in one or more papers in the cities of Philadelphia and New-York, and that proviſion will be made for the expences attending ſuch publication.

Ordered, That the reſolution be ſent to the Senate for their concurrence.

By order of the Houſe,

JOHN SANFORD DART, *C. H. R.*

In the SENATE,

DECEMBER 21ſt, 1793.

Reſolved, That this Houſe do concur with the Houſe of Repreſentatives in the foregoing reſolutions.

Ordered, That the reſolutions be ſent to the Houſe of Repreſentatives.

By order of the Senate,

FELIX WARLEY, Clerk.

ewtNov.

JUST PUBLISHED,

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February 4. dtf

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December 30, dtf

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Withering on the fox glove

Lind on the diſeaſes of heat

Monro on diſeaſes of armies

Haller's phyſiology

Spalanzane's diſſertations

London practice of phyſic

Bell's ſurgery

Chaptal's chemiſtry.

Peale's Muſeum,

HAS Lately received a number of articles; among which are the following: That remarkable bird called the Cut-water, or ſciſſars-bill; The Avoſette, commonly called the Shoe-maker, becauſe of its bill reſembling a crooked awl—The Long-legs, commonly called the Black-bet, having perhaps the longeſt legs, in proportion to the ſize of the bird, of any of the feathered tribe—The Storm-finch, commonly called mother Cary's chicken—The Seaſwallow, and various Gulls; beſides a variety of Cranes, Curlews, Snipes, &c.

The ſcull of a Whale and one of its Vertebres.

An Indian hatchet made of chryſtal: It is curious that thoſe uninformed wild people, having very little knowledge of the arts, and being ignorant even of the exiſtence of iron and ſteel, ſhould be able to form ſuch hard ſubſtances into fanciful forms as this, and other Indian manufactures now in the Muſeum.

A lignified Quince: The ſpecimen ſhews what a remarkable effect a dry warm ſituation has on fruit. It is now about 8 years ſince it was gathered; and it was a real quince, now become wood, at leaſt in appearance.

Preſented by Mrs. Manſon of Charleſtown, S. C.—a tool uſed by the Otaheitans in making their bark cloth, by pounding the bark on this inſtrument of wood, it produces the ribs which reſemble threads: the perfectly ſtraight and equal lines made in this extreme hard wood, by men without the uſe of iron, are curious & wonderful.

Alſo, a rope made of graſs, part of the rigging of a veſſel of Kamſkatka.

Preſented by Dr. Hall, of Lewis-town, a Squib in ſpirits: when this fiſh was found, a number of ſtones were appended to ſtrings or ligaments that projected from the front of its head, which occaſioned a conjecture, as it is not furniſhed with ſufficient fins to reſiſt the violence of the tide and currents, that it faſtened with theſe ligaments on whatever it found at the bottom; ſo that the ſtones anſwered the purpoſe of anchors and the ligaments of a gluttinous ſticky nature, that of cables. Some of the ſtones are in the ſame phial.

A collection of Minerals and other Foſſils are now diſplayed in drawers covered with glaſs and in a mode which will ſecure them from derangement. To each ſpecimen are affixed references to a book of deſcriptions. This management of ſpecimens of the Foſſil kingdom, renders this part of the Muſeum very convenient and ſatisfactory, and great attention will be paid to the ſyſtematical order of them, and in making the neceſſary eſſays of each: Alſo in giving in a conciſe manner, the various uſes they are applied to; thereby rendering them the more intereſting to the public.

A Living Elk, of 2 years old, is juſt received. By the account which monſ. Buffon gives of the Elk, it appears that he was not acquainted with this American animal; he particularly omits all notice of the curious apertures adjoining the eyes of this Elk.

George Bringhurſt,

COACH-MAKER,

In Mulberry (Arch) between Fourth and Fifth Streets, adjoining the Epiſcopal burying-ground,

TAKES this opportunity of returning his grateful thanks to his former employers, and requeſting their future favors, as well as thoſe of the public in general.

He continues to make and repair at the ſhorteſt notice, all kinds of pleaſure carriages, ſuch as coaches, chariots, phætons, with and without crane necks, coachees, chaiſes, kittereens, windſor ſulkeys and chairs, and harneſs of every deſcription, in the neateſt and neweſt faſhion now prevailing in the United States.

And as he has a quantity of the beſt ſeaſoned wood by him, and capital workmen, he has not the leaſt doubt but he will be able to give ſatisfaction to thoſe who pleaſe to employ him.

He has for ſale, ſeveral carriages almoſt finiſhed, ſuch as coachees, an Italian windſor chair, hung on ſteel ſprings, a light phæton for one or two horſes, and a ſulkey with a falling top.

Carriages ſold on Commiſſion.

Philadelphia, Jan. 6, 1794. m&t3m

Notice is hereby given,

THAT the ſubſcriber has been duly appointed Adminiſtratrix on the eſtate of his Excellency JOHN HANCOCK, Eſq. late of Boſton, in the county of Suffolk, deceaſed, and has taken upon herſelf that truſt, by giving bonds as the law directs—and all perſons intereſted, are deſired to take notice accordingly.

DOROTHY HANCOCK.

Boſton, Nov. 13, 1793.

Take Notice.

ALL perſons who have any demands againſt the Eſtate of his late Excellency JOHN HANCOCK, Eſq. deceaſed, are requeſted to exhibit the ſame to the Subſcriber, Attorney to the Adminiſtratrix of ſaid Eſtate: And all perſons who ſtand indebted to ſaid Eſtate, are requeſted to ſettle with him *immediately*; as the Act of Limitation of Actions, which is to take place on the firſt day of December next, will otherwiſe render it neceſſary for him to commence ſuits againſt them.

JOSEPH MAY, Attorney to the Adminiſtratrix.

Boſton, Nov. 13, 1793.

N. B. The Printers throughout this Commonwealth, are requeſted to inſert this in their reſpective newſpapers, and forward their accounts for the ſame, to J. M.

Bank of the United States.

January 6th, 1794.

NOTICE is hereby given, that there will be paid at the Bank, after the ſixteenth inſtant, to the Stockholders or their repreſentatives, duly authorized fifteen dollars and fifty cents for each ſhare, being the dividend declared for the laſt ſix months.

By Order,

3w JOHN KEAN, Caſhier.

ALL perſons having any demands againſt the eſtate of GEORGE WIBLE, late of the city of Philadelphia, baker, are requeſted to bring in their accounts, properly authenticated; and thoſe who are indebted, are deſired to make immediate payment.

HENRY REES, Adminiſtrator.

January 13. 2aw3w.

Encyclopedia, Vol. X.

JUST PUBLISHED,

By THOMAS DOBSON,

Bookſeller, at the Stone Houſe, in Second-ſtreet Philadelphia.

VOLUME X. OF

ENCYCLOPEDIA; or DICTIONARY Of Arts, Sciences, and Miſcellaneous Literature, on a Plan entirely new;

BY WHICH

The Different Sciences and Arts,

are digeſted into the form of

Diſtinct Treaties or Syſtems:

THIS volume contains principles of Levels, Liberty, Doctrine of Light, Lightning, Locks, Logarithms, Logic, Hiſtory of London, Longitude, Luther, Lydia, Macedon, Madagaſcar, Magic, Magnetiſm, Malts, Hiſtory of Man, Marriage, Mary, Maryland, Maſonry, Materia Medica, Meadow, Mechanics, with a great variety of Biographical and Miſcellaneous articles, illuſtrated with TWENTY TWO COPPERPLATES.

As a number of families are ſtill in the country, and it is not generally known who are returned. T. Dobſon, ſolicits the favor of the ſubſcribers to call or ſend for their volumes, that they may be ſupplied as early as poſſible.

The TENTH VOLUME of the Encyclopedia is now preſented to the public; but as it makes its appearance in an imperfect ſtate, ſome account of the reaſon of that imperfection ſhould be given. On the 8th of September laſt, the Publiſher had the misfortune of having his Printing-Office burnt down by a fire which broke out in the neighbourhood, and a great quantity of his printing materials deſtroyed, and among other articles, the FIGURES, with which he was printing the TABLES OF LOGARITHMS, belonging to the preſent volume, were melted down by the violence of the fire. As a ſupply of theſe could not be immediately obtained, he was under the neceſſity of publiſhing the volume without the TABLES; but hopes he ſhall be able to publiſh them with the next volume which is now in conſiderable forwardneſs.

The Publiſher embraces this opportunity of expreſſing his grateful acknowledgments to the generous public, for the very liberal patronage with which his undertaking has been honored; at the ſame time he takes the liberty of repreſenting to ſuch of the ſubſcribers as are in arrears, the indiſpenſible neceſſity of punctuality, both in taking up the volumes as early as poſſible after publication, and of paying for them when taken. Many of the ſubſcribers having got only one, two, three, &c. volumes, and ſeveral volumes remain UNPAID. Thus the work hangs in all its different ſtages from the commencement; and though the importance of a few dollars may be but a triffe to the individuals, yet the accumulation of theſe trifles UNPAID lays the Publiſher under very ſerious embarraſſment, and deprives him of the uſe of many Thouſands of Dollars which at this time would be of very eſſential ſervice. For theſe reaſons the Publiſher finds himſelf under the neceſſity of recurring to the original terms of publication, and in future no volumes will be delivered but only to thoſe who take and pay to the time of publication.

December 10. 2awtf J.

Stock Brokers Office,

No. 16, Wall-ſtreet, NEW-YORK.

THE Subſcriber intending to confine himſelf entirely to the PURCHASE & SALE of STOCKS on COMMISSION, begs leave to offer his ſervices to his friends and others, in the line of a Stock Broker. Thoſe who may pleaſe to favor him with their buſineſs, may depend upon having it tranſacted with the utmoſt fidelity and diſpatch.

Orders from Philadelphia, Boſton, or any other part of the United States, will be ſtrictly attended to. LEONARD BLEECKER.

☞ *Terms of Subſcription for this Gazette, are* Six Dollars *per annum—to be paid half-yearly. Subſcriptions of perſons who reſide at a diſtance from the city, to be twelve months in advance, or payment to be guaranteed at the place of publication.*

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